

OUR JOBBING DEPARTMENT
HAVING been EMPLOYED
WITH a large assort-
ment of the latest English
and American CLOTHES,
we are prepared to execute
orders for FANCY WORK with
neatness and despatch, and at
very moderate rates.

"CHINA MAIL" OFFICE.

The China Mail

Established February, 1846.

號六廿月六年五十九百八千一英

HONGKONG, WEDNESDAY, JUNE 26, 1895.

日四初月五閏年未乙

PRICE, \$2.50 PER MONTH.

No. 10,004

AGENTS FOR THE CHINA MAIL

LONDON, ALGER, 11 & 12, Old Bond Street, E.C. GEORGE STREET & CO., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E.C. BATCHELOR & CO., 37, Walbrook, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street. W. M. WILLS, 151, Cannon Street, E.C. ROBERT WATSON, 150, Fleet Street.

PARIS AND EUROPE: — MAYENCE, FAVER & CO., 18, Rue de la Grange Bateliere.

NEW YORK: — J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 62, West 22d Street.

SAN FRANCISCO and American Posts generally: — BEAL & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND: — GORDON & GOTCH, Milner & Son, and Sons, GOWAN & CO., THE ANTHONY CO., ODEON & CO., THE SINGAPORE STRAITS, &c. — KELLY & WARREN, LTD., Singapore.

CHINA: — MACAO, A. A. DA CRUZ, Ames, N. MOLES & CO., LIMITED, Foochow, HEENE & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Foochow, LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID UP £300,000
RESERVE LIABILITY OF SHAREHOLDERS £300,000
RECEIVE FUND £325,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances.

On Fixed Deposits for 12 months 5%

" " 6 " 4%

" " 3 " 3%

T. E. SANSON, pro. Manager, Hongkong.

Hongkong, June 13, 1895.

846

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL, £1,500,000.

SUBSCRIBED CAPITAL, £1,125,000.

PAID UP, £562,500.

Bankers.

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

On FIXED DEPOSITS: —

For 12 Months, 5%

For 6 Months, 4%

For 3 Months, 3%

JOHN THURBURN,

Manager, Hongkong.

Hongkong, June 18, 1895.

228

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, £1,000,000.

SUBSCRIBED CAPITAL, £500,000.

HEAD OFFICE, HONGKONG.

Court of Directors.

D. GILBERT, Esq. J. N. BLACKFORD, Esq.

CHAN KEE SHAN, COOKE TUNO SHAN,

Esq. Esq.

KWAN HOI CHUAN, Esq.

Chief Manager.

GEO. W. F. PAYNE,

Interest for 12 months Fixed 5%.

Hongkong, October 23, 1894.

1711

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid Up Capital, \$10,000,000.

Reserve Fund, \$5,000,000.

Reserve Liability of Proprietors, \$10,000,000.

Court of Directors: —

J. KRAMER, Esq. — Chairman.

HEN. A. McCONACHIE — Deputy Chairman.

HON. J. REED IRVING, S. C. MICHAELSEN,

G. B. DODWELL, Esq. Esq.

M. D. ECKERL, Esq. D. R. SASSON, Esq.

R. M. GRAY, Esq. N. A. STEBS, Esq.

Chief Manager:

Hongkong — T. JACKSON, Esq.

Manager:

Shanghai — H. M. BEVIS, Esq.

LONDON BANKERS — LONDON AND COUNTY BANKING CO. LTD.

HONGKONG — EXCEPT ALLOWED.

On Current Account, at the rate of 2% per cent. per annum on the daily balance.

On Fixed Deposits: —

For 3 months 5% per annum.

" 12 " 6 " "

J. JACKSON,

Chief Manager.

Hongkong, June 18, 1895.

343

HONGKONG TRADING BANK.

The business of this Bank is con-

ducted by the HONGKONG AND

SHANGHAI BANKING CORPORA-

TION. Rules may be obtained on application.

INTEREST on deposits is allowed at 5% per cent. per annum.

Depositors may draw their

balances at the Branches of this

Bank or to the HONGKONG AND

SHANGHAI BANKING BANK, placed on

fixed deposit at 5% per cent. per

annum.

For the House of Shanghai Banking Corporation,

T. JACKSON,

Chief Manager.

Hongkong, May 15, 1895.

1815

NOTES.

The Undersigned has been appointed

the Agent for HONGKONG's well-

known BRANDS OF WHISKIES,

AUSTRALIAN TABLE WINE,

FRESH FRUIT, &c., &c., &c.,

in Special Prices.

General Agent.

Geo. W. H. Hastings,

Executive Adm. Capt. Super. of Police.

W. EDWARD CROW,

Asst. Secy. Sup.

SANITARY BOARD,

23rd June, 1895.

1100

Intimations.

CUSTOMS NOTIFICATION.

No. 64.

I HAVE This Day handed over Charge of the Kowloon Custom House and Stations to Mr. H. M. HILLIER, who has been appointed Acting Commissioner of Customs for Kowloon and District.

H. ELGAR HOBSON,

Commissioner of Chinese Customs.

I HAVE This Day ASSUMED CHARGE of the Kowloon Custom House and Stations.

H. M. HILLIER,

Acting Commissioner of Customs for Kowloon and District.

CUSTOM HOUSE, Kowloon, 25th June, 1895. 1174

NOTICE TO MARINERS,

No. 49 (SPECIAL).

CHINA SEA.

WOOSUNG INNER BAR.

Precautions to be taken to prevent collisions and obstruction of the Channel.

WOOSUNG INNER BAR.

by the Woosung Station indicated in Notices to Mariners Nos. 22 and 46 (Special), issued respectively on the 11th June, 1893, and the 29th November, 1894, such portions of the same as are applicable at the present time are repeated below, as a reminder to all concerned.

A very careful look-out should be kept by all vessels approaching the Bar, and those having the tide against them should wait for those going with the tide to pass first; also a vessel overtaking another should regulate her speed so as to allow the one ahead to get clear of the Bar first.

The look-out enjoined by the above Rule should begin as soon as the Woosung Station is passed by inward bound vessels, and at or above the upper end of the Island on board of outward bound ones.

Captains and Pilots are notified not to attempt to cross the Bar when the signals at the Woosung Station indicate less than two hours drawing, unless they have previously obtained information as provided for in the subjoined note.

As the prosperity of the shipping trade of Shanghai depends greatly upon the conscientious observance of the two Rules above quoted, it is urgently requested that every possible means shall be taken by those interested to see that they are carried out.

NOTE.

As it is sometimes the case that a greater depth than is signalled can be obtained by following a track which cannot be indicated by the Bar Marks, Captains and Pilots wishing for further information than that shown by the signal should apply at the Harbour Master's Office at Shanghai, or to the Berthing Officer at Woosung, shortly before the occasion on which they may wish to make use of such knowledge.

A. M. BISBEE,

Captain Inspector.

Imperial Maritime Customs, Captain Inspector's Office, Shanghai, 15th June, 1895. 1172

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Company's OFFICES, No. 9, Praya Central, on SATURDAY, the 29th day of June, 1895, at 12 Noon, for the purpose of considering and if thought fit passing the following Special Resolution, viz.:—

That the words "and the Company may at any time by Resolution Reduce its Capital in any manner permitted by law" be added at the end of Article No. 10 of the Articles of Association of this Company.

Dated the 14th day of June, 1895.

SHEWAN & CO., General Managers.

1113

SANITARY NOTIFICATION.

BASEMENTS.

THE CLOSED HOUSES AND INSANITARY DWELLINGS ORDINANCE, 1894.

The OWNERS of BASEMENT ROOMS, which under the Provisions of the above Ordinance cannot be used for Habitation and which have been vacated, are enjoined to have the said ROOMS CLOSED and locked, between the hours of 6 p.m. and 6 a.m.

The COMMITTEE find that in several instances Basements are being used as Dwelling Rooms. Inspectors have been directed to institute prosecutions if this practice is "enforced or permitted."

The COMMITTEE further desire to bring Prominently to the Notice of the Owners the requirements of the Ordinance in respect of the concreting of the Ground Surface of all domestic buildings which will come into operation on the 1st PROXIMO.

INTEREST on deposits is allowed at 5% per cent. per annum.

Depositors may draw their balances at the Branches of this Bank or to the HONGKONG AND

SHANGHAI BANKING BANK, placed on fixed deposit at 5% per cent. per annum.

For the House of Shanghai Banking Corporation,

T. JACKSON,

Chief Manager.

Hongkong, May 15, 1895.

1815

NOTICE.

The Undersigned has been appointed the Agent for HONGKONG's well-known BRANDS OF WHISKIES,

AUSTRALIAN TABLE WINE,

FRESH FRUIT, &c., &c., &c.,

in Special Prices.

General Agent.</p

THE CHINA MAIL

WEDNESDAY, JUNE 26, 1895.

Shipping.

Sailing Vessels.

NOTICE TO SHIPPERS.

FOR SAN FRANCISCO.
The 100 A.I. Steel 4-Masted
Barque "Aetos,"

Captain R. Cowles, will load
here for the above Port, and be despatched
on or about the 25th July, A.D.

For Freight, apply to

MELCHERS & Co.
Hongkong, June 7, 1895. 1065

FOR NEW YORK.

The American Ship
"George F. Mansan,"
Peter Craig, Master, shortly
expected, will load here for the
above Port, and will have quick despatch.

For Freight, apply to

MELCHERS & Co.
Hongkong, June 1, 1895. 1036

FOR NEW YORK.

The 100 A.I. British Steel
Barque "Belmont,"

LADD, Master, will load here
for the above Port, and will have quick
despatch.

For Freight, apply to

CARLOWITZ & Co.
Hongkong, June 17, 1895. 1122

FOR NEW YORK.

The 100 A.I. Hawaiian Barque
"Foolish Sue,"

WILSON, Master, shortly ex-
pected, will load here for the
above Port, and will have quick despatch.

For Freight, apply to

SIEMSEN & Co.
Hongkong, June 18, 1895. 1150

FOR NEW YORK.

The 3/3 L.I.I. German Ship
"Siam,"

GARLIND, Master, will load here
for the above Port, and will have quick
despatch.

For Freight, apply to

SIEMSEN & Co.
Hongkong, June 18, 1895. 1131

FOR SAN FRANCISCO.

The 100 A.I. British Ship
"Lyndhurst,"

MARTIN, Master, will load here
for the above Port, and will have quick
despatch.

For Freight, apply to

SHREWAN & Co.
Hongkong, May 20, 1895. 1010

FOR SAN FRANCISCO.

The 100 A.I. British Ship
"Glenloch,"

Pritchard, Master, will load here
for the above Port, and will have quick
despatch.

For Freight, apply to

CARLOWITZ & Co.
Hongkong, May 11, 1895. 898

NOTICES TO CONSIGNEES.

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. RADNOOKSHIRE,
FROM HAMBURG, ANTWERP,
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns of
the HONGKONG & KOWLOON WHARF &
GOODWIN COMPANY, at Kowloon, whence
and/or from the Wharves delivery may be
obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 1st Prox.
will be subject to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before
the 1st Prox., or they will not be recognised.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they will
be examined on the 1st Prox., at 3 p.m.

No Fire Insurance has been effected, and
Bills of Lading will be countersigned by

DODWELL, CARLILL & Co.,
Agents.

Hongkong, June 21, 1895. 1162

COMPAGNIE DES MESSAGERIES
MARITIMES.

FROM BOMBAY & SINGAPORE.

THE Steamship "Adour" having arrived
from the above Ports, Consignees of
Cargo by her are hereby informed that
their Goods are being landed at their risk
into the Godowns of the HONGKONG AND
KOWLOON WHARF AND GOODWIN CO., LTD.,
at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the
25th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all
Claims for damages and/or shortages not
later than the 20th instant, otherwise they
will not be recognised.

Bills of Lading will be countersigned by

O. TOURNAIRE,
Acting Agent.

Hongkong, June 10, 1895. 1142

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

The Q.C. Steamship
"Hainan," Capt. G. W. H. Gurnard, will be
despatched for the above Port, and will
have quick despatch.

For Freight or Passage, apply to

DOUGLAS LAPRADE & Co.,
General Managers.

Hongkong, June 26, 1895. 1177

To-day's Advertisements

THEATRE ROYAL,
CITY HALL.

LAST 4 NIGHTS!

WILLARD OPERA COMPANY.
TO NIGHT, (WEDNESDAY), 26th June.

"TO-MORROW"

(THURSDAY), 27th June.

"FRIDAY," 28th June.

"SATURDAY," 29th June.

"THE LADY SLAYEY."

Play of Misses Kelly & Walsh.

Late Trans. will run 15 minutes after
each Performance.

1183

GOVERNMENT NOTIFICATION.

No. 277.

INFORMATION has been received from
the MILITARY AUTHORITY that
ARTILLERY PRACTICE from the
Battery will take place as under, from the
1st to 31st July, 1895 (SUNDAYS excepted),
between the hours of 8 a.m. and 5 p.m.

DAILY.—

From Stone-cutter's Island in Westerly
and S.W.-Westerly directions.

From Belcher's in Notherly and North-
Westerly directions.

From Lyman in North-Westerly, North-
Easterly and South-Easterly direc-
tions.

ALL SHIPS, JUNKS and other VESSELS are
CAUTIONED to keep clear of the Range.

The Inhabitants of the Houses near
Belcher's are warned to keep their glass
windows open during the practice, and all
people working in the vicinity of Belcher's
Battery are also warned to keep clear of
that part which will be indicated by gun-
ners placed on sentry for the purpose.

By Command,

J. H. STEWART LOCKHART,
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 21st June, 1895. 1176

UNION INSURANCE SOCIETY OF
GANTON, LIMITED.

N O T I C E .

THE Undersigned has RESUMED
CHARGE.

By Order of the Board,

N. J. EDE,
Secretary.

Hongkong, June 26, 1895. 1182

THE CHINA MUTUAL STEAM
NAVIGATION COMPANY,
LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, MANCHESTER,
LIVERPOOL, PENANG AND
SINGAPORE.

THE COMPANY's Steamship "Ningkow,"
having arrived from the above
Ports, Consignees of Cargo are hereby informed
that their Goods are being landed at the
risk into the Godowns of the HONG-
KONG & KOWLOON WHARF & GODOWNS CO.,
Kowloon, whence delivery may be obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 1st Prox.
will be subject to rent.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they will
be examined on the 1st Prox., at 3 p.m.

No Fire Insurance has been effected, and
Bills of Lading will be countersigned by

CARLOWITZ & Co.,
Agents.

Hongkong, June 26, 1895. 1184

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, FUJI.

PORT SAID.

MEDITERRANIAN AND

BLACK SEA PORTS, ALEXANDRI-

MARSILLA, LONDON.

HAVRE AND HOROUET.

ALSO.

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 10th July,

to NOON, the Company's S.S.
"MCKEE-STAMONS," Commanded VIMONT,
with STAFF, PASSENGERS, SPECI-
AL, and OARIO, will leave the Port for the
above places.

Cargo and Specie will be registered to
London as well as for Marsella, and
accepted in transit through Marsella for the
principal place of Europe.

Shipping Orders will be granted.

Cargo will be received on board until
4 p.m., and Parcels until 3 p.m., on the
9th July, 1895. (Parcels not to be sent on
board; they must be left at the
Agency's Office).

Contents and value of Packages
assured.

For further particulars, apply
Company's Office.

C. TOURNaire,
Acting Agent.

Hongkong, June 26, 1895. 1185

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

VICTORIA..... 3,167 | Tuesday | July 16.

TACOMA..... 2,549 | Tuesday | Aug. 6.

HANKOW..... 3,674 | Tuesday | Aug. 27.

S.S. | Tuesday | Sept. 17.

VICTORIA..... 3,167 | Tuesday | Oct. 8.

TACOMA..... 2,549 | Tuesday | Oct. 29.

HANKOW..... 3,594 | Tuesday | Nov. 19.

THE Steamship "VICTORIA," Capt. J.
PANTON, R.N.R., sailing at Noon, on
TUESDAY, the 16th July, will proceed to
VICTORIA, B.C., and TACOMA, via
SHANGHAI, INLAND SEA, KOBE and
YOKOHAMA.

Through Bills of Lading issued to Japan,
Indochina Coast Points, and to Canadian and
United States Points.

Consignors' Invoices of Goods for United
States Points should be in quadruplicate,
and one copy must be sent forward by the
Steamer to the care of The Freight Agent,
Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with
address marked in full) by 3 p.m., on the
day previous to sailing.

For further information as to Passage or
Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, June 26, 1895. 1186

DOUGLAS STEAMSHIP COMPANY,
GENERAL MANAGERS.

FROM BOMBAY & SINGAPORE.

THE Steamship "Adour" having arrived
from the above Ports, Consignees of
Cargo by her are hereby informed that
their Goods are being landed at their risk
into the Godowns of the HONGKONG AND
KOWLOON WHARF AND GOODWIN CO., LTD.,
at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 1st Prox.
will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all
Claims for damages and/or shortages not
later than the 20th instant, otherwise they
will not be recognised.

RACHAEL'S PIANOS.—The finest in the World—Touch and tone unequalled. Sol's Agents, W. Robinson and Co.

A REMARKABLE incident is reported in connection with the loss of the first-class Spanish cruiser *Hermes Regente*, which foundered off Gibraltar during the late gales in the Mediterranean. When the vessel went down, a survivor clung to some wreckage, and drifted away with the current through the Straits of Gibraltar. He was picked up some days afterwards in mid-Atlantic by an outward-bound steamer, but died a few minutes after being taken on board.

MANCHESTER papers advise that the Alfred Holt Liver Pyrrhus has been specially chartered to convey a large consignment of cotton-spinning machinery to Shanghai from Manchester. The shipment will be from the works of John Hetherington and Sons, Limited, and will comprise from 2,000 to 3,000 packages. This is only part of a much larger consignment, the remaining portion of which will be sent down the canal en route for the same destination by a later steamer. The Pyrrhus will be shortly.

The command of the 1st Battalion Border Regiment, the old 34th, now at Aldershot, will go to Major J. H. E. Hindle, who will replace Lieutenant-Colonel Gage on 1st July. Major Hindle, who is 47 years of age, spent his first thirteen years' service in the "Sappers," having joined the 28th at Gibraltar about the time Lady Airey presented new colours to the regiment. He went to Malta in the *Juno* in 1872, to Hongkong in 1876, Singapore in 1878, and returned home with the regiment, of which he was then adjutant, in 1879. In the following year, on getting his company, he exchanged into the 34th, and has since remained with them. He was adjutant of the 4th Battalion (the Westmorland Militia) from 1883 to 1888.

BANJOS, Guitars, Mandolines, Autoharp, Violins, also Strings and fittings for sale at W. Robinson and Co.

He is a German and the keeper of a saloon. He had been in America but a few short months, and consequently his knowledge of the English language is not great. It is no wonder, then, that he should make a few mistakes as to the interpretation of certain sounds expressive of emotion in the language he has adopted. He was sitting behind his bar when a young man entered.

"Are you the proprietor?" was the inquiry.

"Yes, I am the proprietor."

"Well, I'm the agent of Lipp's Publishing Company, and I want to sell you Shakespeare."

"Well, ich habe Lischer's bier, und Massier, und Schmidt's bier, und House bier, und Milwaukee bier, und Budweiser. I think me do's genug. Didn't never hear of dat Jacko's bier."

"Oh, you don't understand me. I am not speaking of beer. What I have to sell is a book."

"Well, you come around in four oder five days and I'll have book, too."

The young man left in disgust and exerted his energy on a more enlightened dago he lived next door.—*Indianapolis Sentinel*.

Owing to increase of business, W. Robinson and Co. have removed their Piano and Organ showroom to Connaught House—large stock—low prices.

The Singapore Free Press learns from an authoritative source that two more steamers of similar tonnage to the *Orbicularis* are now building for the Blue Funnel Company for their Bangkok line, their names being *Ceylon* and *Charon*, and on enquiry of the Company's Agents is informed that they expect them out from home in about three or four months' time. The Company's fleet on the Bangkok line will then number eight first-class steamers.

We hear that a gentleman of high position in Indo-China, who a short time ago passed through Singapore on his return to France, declared that everybody was sick of the customs duties and of the sad pass to which these impostors had brought the commerce of that dependency. The belief is apparently that the present Saigon tariff is doomed, and its abolition merely a question of a short time.—*Singapore Free Press*.

According to latest news the despatch to the Far East of the first three French cruisers mentioned below is now countermanded, it is evident that the French Government had at the moment some very definite forward policy in its mind as to securing its interests in this part of the world. This appears in a Dailal telegram in a cable paper.—

According to a telegram to the *Gaulois* from Toulon, secret orders have arrived there for a number of new and fast cruisers to be got ready to proceed to Chinese waters at once. The *Tigre*, *Sophie*, and *Sudet* are among those selected, and are all ready for service, while the *Cecille*, which is still proposed to commission, can slightly make ready for sea in a fortnight's time. The despatch of these vessels to join the *Lys* and *Alger* on the China Station would place a total of six modern cruisers under the command of the French Admiral, and materially add to the strength of the French force which may be called upon to enter into conflict with the Japanese.

The Journal says the order to prepare the cruisers was received at Toulon yesterday. The *Tigre* and *Sophie* are to be prepared to sail within 48 hours. They have cut hauled stores and ammunition, and will be ready to sail this morning.

An action was brought by Mr James Arton, Malacca, financial agent, against a firm of financial agents in the City, to recover £1,727, in respect of commission earned, or in the alternative, for damages for breach of contract.

It appeared that by the plaintiff's introduction the defendants at the end of last year agreed to introduce for the Chinese Government a gold loan at 4 per cent. for £1,180,363, and sent plaintiff a confirmation note to pay him £21,727. The note was to the effect that in the event of the defendants not carrying the business through plaintiff was to have no claim against them. The loan was not raised, and defendants said they were not liable to pay the plaintiff anything. Plaintiff contended that he was entitled to recover, as the condition of the note could not apply where the defendants had refused wrongfully to go on with the business, and he had done all that he had bargained to do. Defendants submitted that on the construction of the concession note they were not liable. The business was not carried through, because the credit of China steadily declined, and became critical, consequence of the war with Japan. It was held that the plaintiff could not recover and judgment was given for defendant with costs.

WEATHER NOTICE.

The following notice was issued by the Hongkong Observatory:

On the 25th at 6 p.m. The depression, apparently shallow, seems to lie over the Formosa Channel and neighbouring coast. On the 26th at 11.25 a.m. The depression appears to be filling up. Forecast:—Barometric rising; moderate S.W. winds; fair to showery.

SUPREME COURT.

IN SUMMARY JURISDICTION. (*Before His Honour Mr T. Scrimgeour Smith, Acting Prince Judge*)

Wednesday, June 26.

CHINESE "DUBBLE" IDENTITY.

Tong Long sued Reuter, Brockleman & Co. for \$560.40, being the amount paid by plaintiff to defendants for a quantity of matches which were to be delivered to him.

Mr H. L. Denby appeared for the plaintiff, and Mr J. Hastings (Mr V. H. Deacon's Office) was for the defendants.

The defendant claimed that Tong Long was responsible for a payment which had not yet been made in respect of a previous transaction, in which matches had been sold by Reuter, Brockleman & Co. to Wah King and had not been paid for in full. The defendants considered Tong Long to be Wah King, and therefore claimed a set off. Tong Long denied being Wah King, and said he had nothing to do with the previous transaction. Case proceeding.

THE CRISIS IN FORMOSA.

THE SITUATION AT ANPING.

Taiwanfu, June 21.

Affairs continue in a very critical state here, and the naval force is to be augmented by two more boats, making five in all—Rainbow, Sparrow, Redstart, Plover and Pigeon. There are 150 marines and bluejackets, with four machine and one field gun, in the Foreign Settlement; the

entrances to the Settlement are barricaded and guarded, and the marines and bluejackets are billeted on the Foreign Hong.

The Black Flag General sent another message to the Consul last night requesting that the naval force should be withdrawn, but no reply will be vouchsafed to his demand. The Rainbow and Sparrow alone could pour eighty shells per minute into the big fort, and the smaller boats are to shell the earthworks along the shore if it comes to a fight. It was touch and go on Sunday afternoon (16th inst.) for the Black Flag General had actually issued orders to the forts to open fire on our ships and the guns were already uncovered when he rescinded the order. The ships are prepared for action, and look very business-like with all their impediments snugly stowed away. A line of action has been agreed upon by the naval authorities, and if it came to a fight the Black Flags would get more than they expected.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL"]

THE POLITICAL CRISIS.

Lord Salisbury is conferring with his party leaders.

The Duke of Devonshire, Mr Chamberlain, Mr Goschen, and probably also Sir Henry James will be in the new Cabinet. Sir W. V. Harcourt and the Ministry entirely shared the responsibility with Mr Campbell-Bannerman for Friday's vote, which virtually amounted to a vote of censure compelled the Government to resign.

The House is adjourned.

FIGHTING IN AFRICA.

Fighting occurred at Kabarega on March 3d, during which Capt. Dunning was killed and Major Cunningham wounded; the result of the fighting is not known.

According to a telegram to the *Gaulois* from Toulon, secret orders have arrived there for a number of new and fast cruisers to be got ready to proceed to Chinese waters at once. The *Tigre*, *Sophie*, and *Sudet* are among those selected, and are all ready for service, while the *Cecille*, which is still proposed to commission, can slightly make ready for sea in a fortnight's time. The despatch of these vessels to join the *Lys* and *Alger* on the China Station would place a total of six modern cruisers under the command of the French Admiral, and materially add to the strength of the French force which may be called upon to enter into conflict with the Japanese.

The Journal says the order to prepare the cruisers was received at Toulon yesterday. The *Tigre* and *Sophie* are to be prepared to sail within 48 hours. They have cut hauled stores and ammunition, and will be ready to sail this morning.

(Special to the N.Y. Daily News.)

THE OUTRAGES IN SZECHEUAN.

Chungking, 21st June, 4.20 p.m.

Refugees from Chongtien to Chungking yesterday. Those from Kiating, Yachao and Suifu passed here earlier. All is quiet here.

W. ROBINSON and Co. make a special feature of Selling Pictures and Organs on the Easy Payment system.

'Has the King of Umeque ever insulted us?' asked Great Britain. 'Never,' replied the plaintiff. 'Well, go out and irritate him a bit. He's got some ground that I'd like to own.'

At the Golf Club—*Child*.—'Mamma, what is a *child*? Mamma, 'tis a *clique*.—'And what is a *sofa*? Mamma, 'tis a *sofa*.—'And what is a *driver, mamma?*'—'Child, — And what is a *driver, mamma?*'—Mamma.—You want to know too much. A driver is any other car, except your father who brings me down here in his *dog-cart*.

THE GENESIS OF THE CHENGTU RIOTS.

A private letter written at Kiating on the instant by a Chengtu missionary, giving additional details of the riots in Szechuan, and to some extent explaining what the Chinese reports have represented as the cause of this outbreak, has been received in Shanghai, and courteously placed at our disposal:

We escaped the riot by about two hours and a half in this way. We left the city at four o'clock p.m. on the 28th. We could not have left the next day at all as it was the big Dragon feast, and at four o'clock of the 29th our compounds were burnt to the ground, that is the dwellings, stable and chapel in one, and adjoining were the houses of the foreign mission. The ladies were also visited, the ladies going into the next door neighbour's. Next morning they began with the M. E. Mission, clearing it out completely, even to the walls and the leaves on the trees. The new house belonging to our mission that Mr Hartwell had built in was also looted and burned.

Mr Hartwell escaping to the C. I. M. after being driven with the W. M. S. ladies out of their house.

The Catholicks had five different stations, at one of which was a cathedral two hundred and seventy feet long, or rather the whole building in which the cathedral was that length.

All these different places are now completely wiped out, even to the walls and the leaves on the trees. The new house belonging to our mission that Mr Hartwell had built in was also looted and burned.

Mr Hartwell escaping to the C. I. M. after being driven with the W. M. S. ladies out of their house.

The Catholicks had five different stations,

outside the East gate were started, and for

days you could not near the place for the throng, soldiers, a-fist and in chains to see it.

The scene alone outside the West gate

was a scene outside the West gate

and the weather was on account of the foreigners

and next year we were going to take the whole province. Such stories as these

evidently inflamed the people, and when the city was crowded at the feast, the whole

THE CHINA MAIL

WEDNESDAY, JUNE 26, 1895.

Mails.



STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, AFRICAN EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THIS Steamship PRINCE, Captain G. L. LANGDON, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 4th July, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the ORIENTAL, which Vessel takes her Cargo for LONDON, and SUEZ CANAL, leaving that port on the 26th JULY, 1895.)

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be convoyed out Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
ALE WOOLLEY,
Acting Superintendent,
P. & O. S. N. Co.'s Office,
Hongkong, June 20, 1895. 1148

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Belgic (via Nagasaki),
Kobe, Inland Sea, SATURDAY, July 20, 1895.
Yokohama and Honolulu... at noon.
Coptic (via Nagasaki), THURSDAY, Aug. 8, 1895.
Kobe, Inland Sea, and Yokohama... at noon.
Gazelle (via Nagasaki), TUESDAY, Aug. 27, 1895.
Kobe, Inland Sea, and Yokohama... at noon.

The BELGIC will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 20th July, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to European officials in service of China and Japan, and to Government officials and their families.

Passenger tickets for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad and Domingo, and to ports in Mexico, Central America, South America, by the Company's connecting steamers.

Freight will be received in bags, cartons, &c., the day previous to sailing.

Parcels will be received at the Office, same day; all Parcel Packages must be marked to address in full, value of same circumscribed.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in San Francisco, & referred to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency or the Company, No. 7, Praya Central, J. S. VAN BUREN, Agent.

Hongkong, June 8, 1895. 1071

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Peking (via Nagasaki, Kobe, Friday, June 28, 1895).
Lands End, Yoko-hama and Honolulu... at noon.
China (via Nagasaki, Kobe, Inland Sea, and Yokohama)... at noon.
Peru (via Nagasaki, Kobe, Inland Sea, and Yokohama)... at noon.

The U. S. Mail Steamship CITY OF PEKING will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, 28th June 1895, taking Passage and Freight to Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO HAVE the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS, via the CANADIAN PACIFIC RAILWAY, or the CANADIAN PACIFIC RAILWAY, via the CANADA, 1895.

Passengers holding orders FOR OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad and Domingo, and to ports in Mexico, Central America, South America, by the Company's connecting steamers.

Freight will be received in bags, cartons, &c., the day previous to sailing.

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Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in San Francisco, & referred to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency or the Company, No. 7, Praya Central, J. S. VAN BUREN, Agent.

Hongkong, June 12, 1895.

Intimations.

FURNITURE WAREHOUSE.

L. KWONG LOONG,
Carver, modeller and Art Decorator,
from SHANGHAI, has opened a
FURNITURE & STORE
at No. 3, Wyndham Street.

The only Shop in Hongkong with this name.

What a HIGH-CLASS FURNITURE of every description can be made to order in any description.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished

"the Annex to our Dispensary and gave us every satisfaction."

(Sd.) "A. S. WATSON & CO., LTD."

Orders punctually attended to and CHARGES MOST MODERATE.

AN INSPECTION INVITED.

Hongkong, April 13, 1895. 712

SIE N TING,
Surgeon Dentist,
No. 10, D'Aguilar Street.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, April 2, 1895. 628

1895.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.

SAFETY—SPEED—PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,

VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Two-Screw Steamship—6,000 Tons—10,000 Horse power—speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. MARSHALL, R.N.R., Wednesday, 3rd July.

EMPEROR OF CHINA...Comdr. Geo. A. Lee, R.N.R., Wednesday, 24th July.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R., Wednesday, 14th August.

THE magnificient Steamships of this Line pass through the FAMOUS INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making easy connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, Melbourne, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, General Agent,
FEEDER STREET. 1099

1895.

SHARE LIST.—QUOTATIONS.—JUNE 26, 1895.

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